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SPECIAL DESIGNS FOR TABLE  
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**A.S. WATSON & CO.,  
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[a32]

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Hongkong, 1st October, 1908. [a1375-1]

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Hongkong, 29th April, 1908. [a1647]

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FIRST-CLASS CUISINE.  
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Situated in close proximity to the Harbour  
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[a31]

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Hongkong, 6th April, 1904. [a43-8]

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Hongkong, 9th December, 1908. [a42]

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VANCOUVER, BRITISH COLUMBIA, CANADA.  
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Hongkong, 14th November, 1908. [a1565]

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OLD TOM GIN**  
IS THE BEST OBTAINABLE.  
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REDUCTION OF 25 PER CENT.  
CASH ON DELIVERY.  
We are holding a CHEAP SALE to clear part of Old Stock for 14 Days only from 1st to 14th DECEMBER, comprising: GLASS, CROCKERY, ENAMEL and ELECTRO PLATED WARE, MARBLE CLOCKS, COUNTERPANS, DOWN QUILTS, CARPETS, PRINTS, TABLE LAMPS, TABLE CLOTHS, IRON and BRASS BEDSTEADS, IRON COOKING STOVES, etc., etc.  
Must be sold to make room for new and up-to-date stock.  
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Hongkong, 1st December, 1908. [1623]

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Hongkong, 6th March, 1907. 42  
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Hongkong, 13th March, 1907. 535

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No. 19, D'AGUILAR STREET.  
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Consultation Free.  
Hongkong, 21st September, 1905. 1327

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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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A. F. DAVIES, Manager. [a1475]

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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
Manager, 24th July, 1905. [a1475]

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**ELECTRIC LIGHT, Hot and Cold Water**  
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Well Furnished Bedrooms, every home comfort,  
Fine View of the Harbour; Reduced Rates.  
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**PRIVATE BOARD AND RESIDENCE**  
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Hongkong, 9th February, 1907. [1326]

**NOTICE.**  
THE Band of FURST BISMARCK will  
play during and after Dinner on THURSDAY,  
the 10th inst., at the ORIENTAL HOTEL.  
M. MATTHAEY,  
Proprietress.  
Hongkong, 8th December, 1908. [a1268]

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SHAMSHEN-CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMSHEN."  
SITUATED ON THE BRITISH CONCESSION.

**MACAO HOTEL.**  
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MANAGER—MR. H. N. BEAUREPAIRE.  
Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTRE OF PRAYA GRANDE  
Both Hotels electrically lighted, and under  
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GUIDES AND CHAIRS PROVIDED.  
Every information and special attention given to  
Tourists.  
REASONABLE RATES.  
WM. FARMER,  
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MACAO.**  
THE Hotel is under European manage-  
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food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
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Macao is 40 miles south-west of Hongkong.  
Two steamers (s.s. Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
THE MANAGER. [a216]



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## A. S. WATSON &amp; CO. LIMITED

Kowloon Dispensary.  
29, 31 and 33, November, 1908.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD. CANTON OFFICE: 131, FLEET STREET. EC

## The Daily Press.

HONGKONG, DECEMBER 9TH, 1908.

THE Mackay Treaty, concluded in 1902, provided for the opening of five new Treaty ports, namely:—Chungshin, in Hunan; Wanhien in Szechuen; Nanking in Anhui; Waichow in Kwangtung; and Kongmoon in Kwangtung. Changsha and Kongmoon were opened in due course, and at long intervals something has been heard of the intention to open the port of Waichow which is situated on the East River, but the opening of the port has been constantly postponed, and evidently, if the wishes of His Excellency the Viceroy of Canton are respected by the Wai-wu-pu in this matter, the port never will be opened. Four years ago when, owing to the reluctance of the other Powers to accept Article VIII of the Mackay Treaty, it was seen that the opening of Waichow was likely to be indefinitely postponed, the Hongkong Chamber of Commerce communicated with the British Minister at Peking on the subject. His Excellency was reminded that a very considerable trade direct with Canton centered in Waichow, and the Committee of the Chamber expressed themselves as being strongly of opinion that in the interests of this Colony the early opening of Waichow to foreign trade was a matter of pressing necessity. "This urgency," wrote the Chairman (the Hon. Mr. E. Hewett) "is intensified when we remember that when Hongkong is linked to Canton by a line of rail the fact that Waichow is an open port will not only add

largely to the trade of the Colony, but will serve as an additional safeguard against competition arising through the development (by improvements in water or railway transit) of possible rival ports in our vicinity to the detriment of this Colony and to British interests at large." A copy of this letter was sent to H.E. the Officer Administering the Government (the Hon. Mr. F. H. May) who promised to transmit it to the Secretary of State and recommend the matter to the favourable consideration of His Majesty's Government. Sir Ernest Sartou wrote for further information in order that he might be prepared to bring the matter forward, should an opportunity offer and should His Majesty's Government approve. It is clear from the report our Canton correspondent sends us to-day that the opening of Waichow has again been urged on the Chinese Government. But it seems very late in the day for the Grand Council to be inquiring into "the suitability of Waichow as a Treaty Port." That, we may presume, was done before the Chinese Government agreed by Treaty to open the place. It is amusing to read the objections the Viceroy advances against the opening of the port. In the first place, His Excellency states that Waichow is in close proximity to Hongkong and could be turned into an important commercial centre, "but unfortunately there is very little produce in the district and the people are poor." Four years ago the Hongkong Chamber of Commerce informed the British Minister that "as is well known, the Waichow district is populous and wealthy, the country is fertile, and, if brought into more direct communication, will no doubt be rapidly developed." Next, the Viceroy says that the river requires to be dredged before it is navigable to vessels. That is perfectly true, and Mr. A. R. Lowe, who, as Secretary of the Chamber of Commerce, visited the district a few years ago, expressed the opinion that it would probably hardly pay to dredge and canalise the East River as far as Waichow to enable moderate draught steamers to ply all the year round. But Mr. Lowe added: "The land on both sides is practically level and the construction of a railway on an embankment would present no engineering difficulties could be constructed at an extremely low cost and would be practically certain to pay from the opening date." For the Viceroy to add as an excuse for not opening the port, that the district is full of bandits and that brigandage is rife is simply a confession of his impotence to maintain order within the territories under his jurisdiction; and it shows an extraordinary want of logical thought to be complaining in the very next sentence of the continued maintenance by foreigners of extraterritorial jurisdiction in China. While provincial viceroys confess, as His Excellency Chang does, their inability to afford adequate security to life and property, the idea of the Powers relinquishing their extraterritorial jurisdiction in China is preposterous. We trust that at Peking there obtains among the officials a better appreciation of the benefits conferred on China by the opening of treaty ports than is entertained in the viceregal yamen at Canton. We quite understand that the extension of extraterritorial jurisdiction is something which wounds the pride of a sensitive nation, but in the present state of China extra-territorial jurisdiction is indispensable, and instead of kicking against the pricks, His Excellency the Viceroy of Canton would be better advised to regard extra-territoriality as an incentive to such administrative and judicial reforms as will bring China into line in this respect with the enlightened countries of the world. When that is done the Powers will be as ready to consent to the abolition of extra-territoriality in China as they were to relinquish it in Japan nearly twelve years ago.

Sir Henry and Lady Blake sail on a visit to Jamaica on the 12th inst.

Sir Charles Dudgeon has joined the London Committee of the Yangtze Insurance Association in the place of the late Mr. C. M. Dyce.

The King has been pleased to approve of Senhor Jose Joaquim Leiria as Consul of Portugal at Hongkong and as Consul of Brazil.

A meeting of the Legislative Council is called for to-morrow when the Bills introduced last week will be read a second time and the committee stage of the long delayed ordinance for authorizing the construction of a tramway within the Colony will be proceeded with.

Mr. J. H. Scott, of Messrs. John Swire and Sons, London, and Messrs. Butterfield and Swire, of China and Japan, is a passenger by the next English Mail steamer, Mr. Scott coming on a tour extending over some months in the Far East. He is accompanied by Mrs. Scott.

Mr. G. A. Woodcock, the secretary of the Sanitary Board, having returned from leave, has taken up duties at the Supreme Court temporarily until March. Mr. Woodcock was called to the bar five years ago.

Siam has enacted a gold standard law. The coins are to be—one gold coin value Ten, 10; three silver coins, one half, two salung and one salung; two nickel coins, a ten satang piece and a five satang piece; one bronze coin, the one satang piece.

His Excellency the Governor has kindly given his patronage to a sale of work to be held at 1, College Gardens, on Friday from 3 to 6 p.m., consisting of fancy work, children's clothing, toys, lacquer and silver ware, carved wood &c., and the work left over from the Ministering Children's League Bazaar, also toys, which arrived from England too late for the Bazaar. The proceeds of Mrs. Bunbury's stalls will be in aid of the funds of the C. M. S. Training School, St. Paul's College, and proceeds of the other Stalls will go to Ministering Children's League Institutions.

We have received from the Editor of the *Minpo* Magazine, which has been suppressed by the Japanese Judicial Authorities, for advocating revolution in China, a printed statement setting forth his grievances against the Japanese Government. The writer complains that while political refugees find protection in the United States, France and Germany from the tyranny and oppression of their own governments, Japan is crushing the Chinese revolutionists, and the manifesto alleges that the Japanese Government has been bribed to do so by the grant of certain railway and mining rights in Manchuria. We doubt the statement, and, in any case, we should regard Japan as being perfectly justified in stopping any abuse of the right of asylum she accords to Chinese political refugees.

The Japan papers report the sudden death of Mr. J. Alocantara Figueroa, a well-known resident of Yokohama and an old resident of Japan. Mr. Figueroa was born on March 19th, 1850, at Macao. From there he went to Nagasaki in 1868 and speedily became acquainted with the Japanese language, an acquaintance which he improved until he became a very fluent speaker. He afterwards went to Tokyo and took service under the Admiralty, and whilst in this service was present at the Satsuma Rebellion. After that time he travelled extensively in Japan. Subsequently he went to Moji, where he was connected with Messrs. Samuel, Samuel & Co. In Moji he became a Japanese subject, taking the name of Y. Nagano. He afterwards went to Hakodate and remained there until six years ago, when he retired and went to live in Yokohama, at No. 108, Settlement, where he has died from an apoplectic stroke. He leaves three sons and two daughters to mourn his loss.

## FRENCH SOLDIERS REWARDED BY THE CANTON VICEROY.

Koong Tsotai, who is at present Tsotai of Lim Chow Prefecture, has informed the Viceroy in a dispatch that the French Authorities have arrested a great many rebels and bandits who tried to cross the Tonkin frontier, and he requested His Excellency to reward the French soldiers for their kind assistance. The Viceroy has sent \$1,000 reward to Koong Tsotai to be distributed amongst the French soldiers who took part in the capture.

## THE A.D.C.

After a most successful week's run the A.D.C. brought their performances of "A Country Girl" to a close last night in presence of an audience somewhat smaller than usual, owing to the unpropitious nature of the weather.

## THE TYPHOON.

The American Consulate-General at Hongkong received from the Manila Observatory at 11.50 a.m. yesterday the following message:—"Cyclone or typhoon W. of Northern Luzon, more than 100 miles distant, filling up."

## CHINA'S TRADE.

## A SIGN OF IMPROVEMENT.

The Customs Gazette for the quarter, July to September, would seem to show some improvement in trade. The Customs revenue for the quarter amounted to Tael 8,336,050, as compared with Tael 8,197,127 for the corresponding quarter of last year. We give below the revenue obtained from the South China ports for the third quarter of this year and last:

	1908.	1907.
Kowloon	80,486	83,177
Lappa	77,118	83,190
Canton	880,423	859,116
Kongmoon	39,043	29,789
Samshui	53,699	57,794
Wuchow	156,059	149,639
Nanning	16,786	8,725
Swatow	351,391	378,511
Amoy	228,003	244,041
Poochow	252,493	265,665
Santao	49,709	41,206
Hoihow	76,400	82,454
Pakhoi	39,746	33,246

It will be observed that the revenue shows a decline at Kowloon, Lappa, Amoy, Poochow and Hoihow; at all other ports it exhibits an increase.

## FIRE AT KOWLOON.

Early yesterday morning the coolie quarters at Blackhead's Point were seen to be ablaze, and in very short time the flames had spread to a matchless covering of a stack of coal. The coal burned quickly and it looked as if a serious conflagration was impending. However, the Fire Brigade was summoned from Hongkong and with the additional assistance rendered by the Dock Company's tug, "David Gillies," succeeded in subduing the flames. Considerable damage was done, the loss probably amounting to over \$2,000.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE NEAR EASTERN SITUATION.

LONDON, December 8th.  
Prince Buelow has declared that Germany will support Austria in the action she has taken with regard to the Near East.

## TRADE DECLINE.

LONDON, December 8th.  
The trade returns for the past eleven months show a decline of eleven millions sterling.

## A BARON'S DEATH.

LONDON, December 8th.  
Lord Petre, the 14th holder of the title which was created in 1603, is dead. The first baron's father was a principal Secretary of State under Henry VIII, Edward IV., Mary, and Elizabeth.

## DEATH OF THE BISHOP OF COLCHESTER.

LONDON, December 8th.  
The Right Reverend Henry Frank Johnson, Bishop of Colchester, is dead. He first entered the army as a cornet but afterwards took holy orders.

## PROFESSOR KNAPP DEAD.

LONDON, December 8th.  
The death is announced of William Ireland Knapp, the distinguished American professor who filled the chair of modern languages in several universities in the United States. His publications include a number of works in Spanish.

## OBITUARY.

Professor Rindfleisch is dead.  
AN INTERESTING APPOINTMENT.

LONDON, December 8th.  
Admiral Bosanquet has been appointed Governor of South Australia.

## PERSIAN POLITICS.

LONDON, December 8th.  
The Nationalists have won great successes in Persia.

## [REUTERS' SERVICE.]

## ITALY AND AUSTRIA.

LONDON, December 8th.  
Signor Tittoni's speech denotes a marked departure from the tone of ready acquiescence adopted when the annexation of Bosnia was first proposed, and is likely to cause considerable umbrage in Vienna.

## THE REPORTED GERMAN-JAPANESE AGREEMENT.

LONDON, December 8th.  
It is semi-officially decided in Berlin that Germany and Japan propose to make an agreement. Germany has no intention of taking such steps.

## THE GERMAN BUDGET.

LONDON, December 8th.  
The German Budget statement shows a deficit of Mks. 18,000,000, for 1907, and it is estimated that there will be an increased deficit of Mks. 112,000,000 for the current financial year, owing to the diminution of the revenue and the increased expenditure, of which the Navy Estimates are the heaviest burden.

## LATER.

In the Budget debate in the Reichstag the Centre urged, and the National Liberals protested against a slackening of the ship-building programme. Lord Roberts' invasion story was described as a fantasy, and an allusion to Austria as "our faithful ally" was received with cheers.

## AUSTRIA AND THE NEAR EAST.

LONDON, December 8th.  
A long official denial of a mobilisation has been published in Vienna, in which it is stated that Austria is merely retaining the supplementary reservists with the colours on account of the arduous frontier duties.

## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. R. O. Hutcheson presided and there were present Hon. Mr. W. Chatham, C.M.G., Colonel Bedford, Mr. A. Shelton Hooper, Dr. Pearson (Medical Officer of Health), and Mr. A. Gibson (Secretary).

## MORTALITY STATISTICS.

The death rate for the whole Colony for the month of October was 29.6. The mortality statistics for the week ending 28th November showed that the death rate was—civil population, 23.7 as compared with 20.5 for the corresponding week of last year—for the whole Colony 21.6 as compared with 23.5 for the corresponding week of last year.

## FOOT AND MOUTH DISEASE.

The COLONIAL VETERINARY SURGEON reported that foot and mouth disease existed as No. 10 shed of the Dairy Farm Co. premises at Pokfulam. The shed contained 12 cows and two bulls, and of the lot three were infected. He recommended that the shed be declared an infected area.

The shed was declared an infected area on the motion of the PRESIDENT, seconded by Dr. PEARSE.

The COLONIAL VETERINARY SURGEON, in reply to Mr. HOOPER, stated that all the cattle affected at the last outbreak were doing well. There were no deaths.

## CEMETERY AT KOWLOON.

A letter from Government relative to the selection of a cemetery site at Kowloon was read as follows:—

## Colonial Secretary's Office,

Hongkong, 25th November.

Sir,—With reference to your letter of the 8th of last February I am directed to inform you that H. E. the Governor has decided to defer the selection of a site for a cemetery at Kowloon, as, owing to the configuration of the country great alterations are certain to occur as the peninsula is developed, and it is almost impossible to select a site until a general plan for laying out this area has been evolved. Moreover at the present time funds are not available to form the cemetery and the roads giving access to it—I am Sir, your obedient servant,

F. H. MAY.

HOI MR. HEWETT MINUTED—A site should be marked out now. No considerable sum need be spent for some time to come.

On the motion of the PRESIDENT, seconded by Dr. PEARSE, it was agreed that no further action be taken in the meantime.

## KOWLOON RICHES SHELTER.

Correspondence relative to the riches shelter at Kowloon was submitted. At the last meeting Mr. SHELTON HOOPER drew attention to its insanitary condition, and the matter was referred to the Assistant Medical Officer.

Dr. MACFARLANE stated that the shelter was in a filthy condition and categorically replied to the points in the memorandum submitted by Mr. HOOPER. He denied that the "shelter had not been swept for three weeks," as it was swept twice daily, and controverted the statement that the "coolies from want of time are unable to go to the Government urinal." Moreover he did not think that the expense of concreting the shed was justified.

Mr. HOOPER minuted—My informant still maintains that up to the time of the last Board meeting the shelter had not been kept regularly clean but there is an improvement since attention was called to it. I inspected the place myself two days ago and found it clean.

## OFFENSIVE TRADES.

An application was received for a licence a fat boiling establishment in Mongkok.

Mr. HOOPER remarked that since the last meeting of the Board a Bill had been introduced into the Legislative Council containing a section dealing with offences created by offensive trade being carried on in premises not specially licensed by the Government. In view of that he thought they should find out before they sanctioned the use of any premises for offensive trades, whether or not it was in contravention of the Crown lease. If it were a contravention and the Board granted the application it might place itself in a very false position.

Mr. CHATHAM said that at present provision was made for the licensing of premises by the Sanitary Board, and an amendment had been made in these terms. That would not apply to a lease issued years ago, as the one under consideration probably was. It might be assumed that the same consideration would be extended to the lessee of these premises as obtained at present. The district in which the offensive trade was to be carried on was of course the primary consideration.

## Mr. HOOPER agreed.

Eventually the application was refused.

## AMENDED BYE-LAWS.

Correspondence relative to the amendment of the Dairy, Bakehouse and Importation and Inspection of Bye-laws was submitted.

Mr. HOOPER—The proposed alterations of the proposed bye-laws had better be referred to the committee which the Board appointed to draw them up.

The REGISTRAR-GENERAL—Have these bye-laws been referred back to us by the Government?

Hon. Mr. CHATHAM did not think it was necessary to refer the bye-laws back to the committee as the alterations were purely verbal.

The bye-laws were read and the necessary alterations made.

## WHERE IS THE SECRETARY?

Mr. HOOPER—I would like to ask where our Secretary is? Mr. Woodcock has returned to the Colony and we have heard no reason why he has not taken up his duties at this Board. Have you any communication to make to the Board on the subject?

There was an awkward pause, and no reply being forthcoming.

Mr. HOOPER added—Perhaps you would like it to stand over until next meeting? I don't wish to press for an immediate reply. I thought possibly some one else had been appointed.

The PRESIDENT—Better let it stand over until next meeting.

Mr. HOOPER—I think the Board would like to hear the reason.

## THE PREVAILING EXCITEMENT AT CANTON.

A BOYCOTT OF THE STEAMER "FATSHAN."

Our Canton correspondent writes:—

The principal instigators of the present anti-foreign movement are the members of the Self-Government Association who are actively carrying on a propaganda to boycott the steamer *Fatshan*. Many secret meetings have been held by this Association, at which violent speeches were made condemning the decision of the Court of Inquiry and holding the firm of Messrs. Butterfield and Swire responsible for the outcome of the incident. The four witnesses who would seem to have committed perjury in the British Consular Court have been presented by the Association with gold and silver medals. This example was followed by the people in *Fatshan* on the 12th instant, and the photographs of the witnesses were also taken.

A circular was sent round on the 6th inst., in which it is stated that there were witnesses of the *s.s. Fatshan* incident proving conclusively that the crime was committed, and the accused should therefore have been punished. Messrs. Butterfield and Swire, the circular says, are responsible for the act and the British Consul cannot shift the responsibility on other shoulders. China and England had hitherto been on very good terms, and, whenever an international question occurred, it had been justly settled. The Chinese officials were now taking up matters seriously. There were certain laws governing the matter and justice must be done. "All our brethren," adds the circular, "have the right to protect their lives and property and follow modern civilized methods (of retaliation?), but they should not take any measures of violence which would not be up-to-date." Fearing that some ignorant people may listen to rumours and resort to violence the Association announces that it will hold a meeting at noon on the 14th day (7th instant) and they invite all brethren to attend and discuss the case in order to enlighten the public and show outsiders that they also have laws and customs and how this matter should be dealt with. In conclusion the circular says:—"We must keep close together and act according to our own laws."

## EMIGRATION TO MEXICO PROHIBITED.

The Wai-wu-pu has sent telegraphic instructions to Viceroy Chang to notify all the officials in the Kwangtung Province to prohibit the cablegram further states that they have received information that certain foreigners have without authority gone into the interior of China and are inviting labourers to proceed to Mexico.

The Wai-wu-pu has called to Minister Wu Ting-fang to communicate with the Mexican Government and ascertain whether the recruiting has been sanctioned by the Government. The Chinese Minister has returned a negative reply. The Viceroy has in consequence issued notifications to all the officials to stop the recruiting.

## VICEROY CHANG OPPOSES THE OPENING OF WAICHOW.

Sometime ago the Grand Council at Peking considered the opening of Waichow in the Kwangtung Province as a Treaty Port and in consequence instructions were sent to Viceroy Chang to make the necessary investigations regarding the suitability of the place as a Treaty Port and to furnish a report on the matter. His Excellency has recently forwarded his report to Peking. In it the Viceroy states that Waichow is a place in close proximity to Hongkong and could be turned into an important commercial place; but unfortunately there is very little produce in the district and the people are poor. The rivers are not at present navigable and accessible to vessels; they require to be dredged. Moreover the district is full of bandits, brigandage is rife and there would be great difficulty in capturing the outlaws if anything should happen. Besides, extra-territorial rights have not yet been given back to China and the power and privilege of deciding all international matters are entirely in the hands of the foreign Consuls in all the Treaty Ports. The more treaty ports are open, the more restraint will be placed on China, through international questions which may arise. It would be better in His Excellency's opinion not to open any more Treaty Ports; but if the present case cannot be avoided then extraordinary care should be taken in considering the matter. The Viceroy repeats in conclusion his view that the opening of further Treaty Ports should not be considered.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived Shanghai at 10.30 a.m. on Tuesday the 6th inst., and left again at 8 p.m. same day for Hongkong where she is due to arrive at 11 p.m. to-morrow.

The I.G.M. str. *Derfflinger* carrying the German Mails with dates from Berlin of the 18th ult., has left Colombo on Sunday the 6th inst. p.m., and may be expected here on or about Thursday the 17th inst.

The I.G.M. str. *Prins Ludwig* which left here on Wednesday, the 2nd inst. at noon, has arrived at Singapore on Sunday the 6th instant at 6 a.m.

The I.G.M. str. *Bilow* which left here on Friday, the 4th inst. at 2 p.m., has arrived at Shanghai on Sunday the 6th inst. at midnight.

The C.P.R. str. *Empress of China* left Yokohama on Monday the 7th inst. at 3 p.m. for Victoria and Vancouver.

The Silk forwarded per str. *Glenfarg* arrived in New York on Saturday the 5th inst.

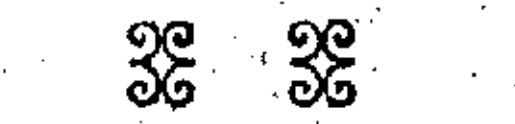
The Silk forwarded per str. *Empress of Japan* arrived in New York on Sunday the 6th inst.



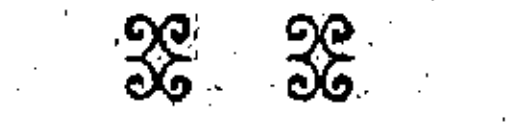
## For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

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### Perfect Personal Cleanliness.



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### Calvert's 20% Carbolic Soap.

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### Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification, ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

### Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

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OF HAMBURG.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

CARLOWITZ & Co.  
Hongkong, 13th August 1906.

NORTH BRITISH AND MERICAN  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907  
£18,114,624.

I. Authorized Capital.....£3,000,000  
Subscribed Capital.....2,750,000  
Paid-up Capital.....687,500 0 0  
II. Fire Funds.....3,065,374 15 7

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 21st July, 1908. 1019.

NETHERLANDS LLOYD OF  
AMSTERDAM & BATAVIA.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT FIRE and MARINE  
RISKS at Current Rates.

CRUZ, BASTO & Co.  
Hongkong, 11th November, 1908. 1548.

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & Co.,  
Agents.  
Hongkong, 5th September, 1908. 114.

NATIONAL GENERAL INSURANCE  
COMPANY, LTD. OF LONDON.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & Co.  
Hongkong, 14th November, 1908. 1566.

KEATING'S  
LOZENGES

CURE THE WORST COUGH  
SOLD IN BOTTLES EVERYWHERE.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST,  
By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs  
Service, Author of "The Mystic  
Flower Land," etc.).

THE VOLUME which consists of 461  
Pages, and includes a Sketch Plan of  
historical interest showing the disposition  
of the Forces at the battle of Kwailin, is dedicated  
to Sir Robert Hart, G.C.M.G. and Dr. A.  
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Its description of Chinese Social Customs  
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## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

### NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.

No claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 10th Dec. will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 10th Dec. at 9.30 A.M.  
All claims must reach us before the 14th Dec.,  
or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

This Steamship brings Cargo  
Ex S.S. "DANFLO" from Venice.

NORDDEUTSCHER LLOYD,  
MELBOURNE & Co.,  
General Agents.  
Hongkong, 3rd December, 1908. 5.

S.S. "ERNEST SIMONS"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

### NOTICE

CONSIGNEES of Cargo from London, ex  
S.S. "Dordogne" and "Médor" from  
"Ville de Dunkerque" in connection with above  
Steamer are hereby informed that their goods  
with exception of Opium, Treasure and Val-  
uables are being landed and stored at their risk  
into the hazardous and/or extra hazardous  
Godowns of the Hongkong Kowloon Wharf  
and Godown Co., Ltd. at Kowloon, whence  
delivery may be obtained immediately after  
landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 5 P.M., To-day requesting it to be  
loaded here.

Bills of Lading will be countersigned by the  
Undersigned, Goods remaining unclaimed after  
MONDAY the 14th Dec., at NOON, will be  
subject to rent and landing charges.  
All claims must be sent in to me on or before  
the 14th Dec., or they will not be recognized.  
All damaged packages will be examined on  
MONDAY, the 14th Dec., at 3 P.M.  
No Fire Insurance has been effected.

P. NALIN,  
Agent.  
Hongkong, 7th December, 1908. 2.

FROM EUROPE.

### THE H.A.L. Steamship

"ISTRIA"  
Captain Lining, having arrived Consignees of  
Cargo are hereby requested to send in their Bills  
of Lading for countersignature by the Under-  
signed and to take immediate delivery of their  
goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day.  
Any Cargo impeding their discharge will be  
landed at consignees' risk into the hazardous  
and/or extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, and stored at Consignees'  
risk and expense.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 14th inst., will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 14th inst., at 3 P.M.  
No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.  
Hongkong Office.  
Hongkong, 7th December, 1908. 1646.

### ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, January to June,  
1908. With INDEX. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 23rd July, 1908.

## A CONSPIRACY OF SILENCE

THE LOST ART OF CONVERSATION.  
The winter season is opening. London is  
itself again, and the problem of "filling the long  
evenings" has once more to be solved. Social  
functions are being prepared, with the usual  
British elaborateness, diplomacy and tact, and  
her ladyship—beyond any doubt the ideal hostess  
of Europe—is busy preparing lists of parties,  
lists of guests, and lists of attractions.

The dreamers are hard at work. Fashion  
is so fickle in these days that a gown ceases to be  
the latest in a few weeks' time! The florists are  
being besieged with orders. The mansion  
wears a festive air. The carpets have been  
vacuum-cleaned, and knick-knacks brought back  
from a recent trip abroad adorn the cabinets in  
the drawing-room, an Italian "water" (P) dis-  
covered in Venice, Florence, or Sienna has been  
hung conspicuously, and replaces the Crome or  
the Constable of old—a great pity, by the way.

The east is complete in every noble house; the  
orchestra is in tune; the footlights—I mean the  
fires—are lit; the curtain is about to rise on the  
classical society performances.

### A MISNAMED ROOM.

I have been present at several of those delicate  
and difficult preparations. And everywhere I  
have heard the same remark pronounced in a  
tone of unmistakable anxiety:

"What should we do with our guests this  
winter?" which really amounts to this: "What  
shall we make our guests do at the coming  
parties?"

This word does give much food for thought,  
and the reflection suggested by it form the  
substance of this article.

Pray, why, should one do something at an  
at home, party, reception, evening or whatever  
you may choose to call it? If I am not mis-  
taken, the words parlour and drawing-room are  
synonymous, and a parlour is a room where one  
talks—from the French verb *parler* or the  
French noun *parloir*. As Alcott, the American  
author, wrote:

"The house stands for comfort and conversa-  
tion, and parlors were misnamed if not peopled  
with ideas."

If, then, drawing-rooms are places where one  
talks, places specially fitted and disposed for  
conversation, for the interchange of thought,  
why should hostesses be worried about "doing",  
if it were not that conversation is dead or dying?  
Why should we have played ping-pong a few  
seasons ago, and why should we play bridge  
nowadays, whenever we find ourselves in a  
parlour?

### AVOIDING THE LADIES.

This is no idle problem or insignificant topic.  
It is of momentous importance. Is conversa-  
tion dying away in this country—and elsewhere?  
For France herself, the acknowledged land of  
civilized talkers, the home of tabloid con-  
versations and dazzling wit, of sparkling apoph-  
orisms, flambéing paradox, and original views on  
everything and everybody, is rapidly—and  
absolutely, losing its reputation. The *salon* of  
yore will soon be as rare as they are in this  
country, though there will always be some "life"  
and "thought" in a Paris drawing-room owing  
to the spontaneous character of the French,  
their natural loquacity and often abused demon-  
strativeness.

After dinner, in France as in England, the  
men retire to smoke and avoid as long as possible  
drawing-room, the ladies, and the necessary few  
worldly conversations, with unanimous cordiality.  
When, at last, they slowly return to the talk-  
ing-room, they feel relieved only when the bridge  
tables have been prepared. For bridge has con-  
quered Paris as it did London, and it has become  
the only "intellectual" medium capable of span-  
ning the river of mutual distrust which separates  
the feminine and the masculine elements at so-  
called social gatherings.

It cannot be denied that, just as picture post-  
card have killed the exquisite art of letter-writ-  
ing, bridge and other pastimes are rapidly re-  
placing the gentle, subtle, and delightful art of  
conversation. It is a lost art, to-day; it may be  
found nowhere.

The problem is worthy of consideration.  
Many people declare that "we have lost the art  
of conversation," because we play bridge. "It  
was more true to say," we play bridge because  
we have lost the art of conversation," for  
conversation was dying long before the  
fascinating game invaded this country and  
conquered it with such hopeless and eloquent  
facility.

### ARTIFICIAL TRIVIALITIES.

It requires no great psychological capacity or  
intuitive power to discover the cause underlying  
this abnormal state of things in England, at  
least.

As years pass by, the conditions of life alter.  
Evolution will have its way, but it is powerless  
against one stumbling-block in this country, and  
that is the British traditional spirit in the  
matter of social functions. With a few brilliant  
exceptions, no one talks on this country. It is  
not that no one can talk, I only mean that no  
one dare talk except to utter heartrending com-  
monplace, hackneyed platitudes, obsolete sayings,  
and prolix quotations.

Yet nowhere as in England are there to be  
found so many "brains," so many interesting  
beings, so many self-educated, self-taught, self-  
abiding, self-made personalities. England is  
crowded with people who can say something every  
time they speak, as the Americans picturesque-  
ly put it; crowded with women of unparalleled  
refinement and subtle genius, and men of rare  
achievements, uncommon talents, and unique  
experiences.

Yet they, like the others, prefer not to "say  
something."

Why?  
Because this country in that particular respect  
is ruled, drastically, by an antiquated and fatal  
routine. Because it is bad form to talk about  
ourselves or the subject on which one is admittedly  
specially informed. As if a person's own ex-  
periences were less interesting than second-hand  
or hearsay narratives!

Because in England, otherwise known as a land of liberty and enlight-  
ened wisdom, the home of tolerance and generos-  
ity, to make a truly "new" or bold assertion,  
whether sincere or not, amounts to social suicide.  
Because convention and prejudice reign  
supreme and because originality is nipped in the  
bud by a sort of tacit agreement which is  
at the base of English etiquette. Because a  
remark which does not express the average  
feeling or idea of the average person present is  
at once taken as incongruous and tactless.

It will be objected that in certain salons one  
meets men and women—generally artists or  
authors—who are allowed to say what they  
please. Quite so. They are allowed to ventilate  
their opinions, whatever these may be, and the  
more daring and startling their statements are  
the better pleased are their hosts. They are  
expected to "entertain," for no one takes their  
sayings very seriously. Apostles of new eras  
are always much in demand, but when they  
leave the majority mutter "a crank," those  
who are indulgent say "a marmite," the most  
generous whisper "he was amusing." These  
remarks are not altogether complimentary.

### A SUGGESTION TO HOSTESSES.

The wisdom of nations—one of those my-  
sterious phrases which describe things that do  
not exist—has declared that *Speech is silver*  
and *silence golden*.

It appears to be a favourite proverb in  
England. Yet, like most proverbs, it is  
disputed. Speech has done for humanity all  
that silence has, neglected to do. Silence, in  
general, is the system of the cowardly, but often  
the refuge of the cowardly and the ignorant.  
Speech suggests youth, conviction, hope, and  
passion; silence breathes solitude, narrow-  
mindedness, and the worst of philosophies; that  
of resignation, scepticism, or indifference.

The art of conversation requires from its adept  
no irrepressible transcendence, no Latin volu-  
bility, sharp wit, or universal knowledge. It  
requires only common sense, the faculty of think-  
ing for oneself, and courage. And, let it be said,  
those happen to be essentially British character-  
istics. Consequently all that is needed is the  
overthrow of the old wall of convention and  
routine.

When one fully grasps what zest "real" con-  
versation adds to life, the marvellous sympathies  
it is capable of creating, the good it may do, and  
its far-reaching power; one cannot very well con-  
ceive how much a wonderful factor of interest  
and happiness can be neglected.

Why should not English hostesses, taking ad-  
vantage of the charming and austere power  
which is their privileged position, encourage  
their guests to be themselves?—R. DE  
CHATELAIN, in the *Daily Mail*.

### HEALTH OF DOGS IN CHINA.

Some interesting letters on this subject have  
been appearing in the *N.C. Daily News*. The  
following letter, by Mr. H. T. Wade, one of  
the most experienced portmen in China will,  
we are sure, have an interest for most of our  
readers who keep dogs:—

Mr. Drummond's interesting letter would  
have been more interesting and informing  
had he stated that there had been earlier  
proof that the three sporting dogs to which  
he referred died from "worms in the heart."  
Ocular proof is the only accepted proof. Sir  
Patrick Manson, once resident in the South  
of China and now the recognized authority on  
hematozoa, does not seem to have had  
occasion to rescind his opinion formed thirty  
years ago. "Anyone who has had much  
acquaintance with dogs in these parts must be  
aware of their liability to sudden and apparently  
unaccountable death. Ten chances to one the  
cause of death is found to be the plugging of  
the pulmonary artery, or mechanical interference  
with the action of the heart by a mass of  
filariæ occupying the artery and cavities of the  
right side." And when the cause is looked  
for, the first suggestion is that the embryonic  
worm is "swallowed," or that in some other  
way, not suggested, it "obtains access to the  
tissues of the dog."

The presumption that "this disease is caused  
by drinking stagnant or impure water," a com-  
mon belief long shared in by Mr. Drummond,  
still remains the most reasonable one, until dis-  
proved by some authoritative scientific proof.  
Incidentally it may be noted that indeed must  
have been a curious book on animal parasites  
which the scientific gentleman sent to Mr.  
Drummond, if the conclusion drawn from read-  
ing it be as the reader says:—

"From this it appears that the disease is  
caused by the bites of a particular kind of  
mosquito, the *flaria immitis* which is believed  
to bite only at night."

Now here cause and effect are beautifully  
confronted. The *flaria immitis* is the scientific  
name of the worm which causes the disease of  
its dog. The producer of the disease is the  
mosquito in question must try again for  
another name.

I am not sure that the dreaded "worms in  
the heart" is so prevalent in this part of China  
as it is made out to be. For thirty-four years  
I have kept a kennel diary. I have the records of  
forty-three sporting dogs, whose average sport-  
ing life is 5 years. With the exception of some  
dozen animals that I have sold, and whose own  
owners kept them for a long time, and into  
the cause of whose deaths I never inquired, I  
have never seen a death from worms in the  
heart. And I have opened every dog immediately  
after death. My own dogs have almost all died  
from some liver complaint, generally of the  
jaundiced or icteric nature.

### SCOTLAND'S NATIONAL EMBLEM.

#### AMUSING COMMONS SPEECH.

The House of Commons sat until a quarter to  
two o'clock, recently discussing the Scottish  
Education Bill on report. When the eleven  
o'clock rule was suspended earlier in the sitting  
Mr. Asquith adhered to his determination that  
the report stage should be concluded, and the  
measure read a third time, with the result that  
there was talk of the discussion being so pro-  
longed as to jeopardise the motion allocating  
time for the report stage of the Licensing Bill,  
the following day.

It was nearly nine o'clock before the new  
classes were disposed of and the House proceeded  
to deal with the many pages of amendments.  
Mr. Sinclair and Mr. Shaw bore the brunt of  
the rigorous Opposition attack, and matters were  
proceeding smoothly enough when Mr. Haldane  
intervened and spoke of attempts to wreck the  
measure. The charge was keenly resented by  
the Scottish educationalists on the Opposition  
benches, and the difficulties of the Government  
were not lessened in consequence. The debate  
was important, but dull and weary until, about  
half-past one o'clock, Captain Craig moved an  
amendment making provision for the "teaching  
of the national anthem and the emblematic  
meaning of the national flag."

Mr. Jeremiah MacVeagh took full advantage  
of the occasion and solemnly appealed for  
further information. So far as we know the  
emblem of the national flag of Scotland was a  
lion rampant or a lion couchant "a lion of some  
sort, at any rate," but from 1816 to 1853 a fierce  
controversy raged in Scotland as to what the  
national flag was and it was not settled yet.

"That," observed Mr. MacVeagh, "is not  
the only point on which I am obscure," and the  
House roared. "What is the national anthem  
of Scotland?" "Auld Lang Syne," "Scots  
Wha Hae" was shouted from the Ministerial  
benches below the gangway. Mr. MacVeagh  
inclined to "Auld Lang Syne," as he had never  
heard anything else at any meeting he was at.  
A parting shot at Captain Craig again convulsed  
the House. Mr. MacVeagh was in the hon. and  
gallant member's constituency—East Down—  
on Trafalgar Day, and did not see the national  
flag flying from any "Orange hall, brewery, or  
distillery in the neighbourhood."

The debate was adjourned on the motion of  
Mr. Sinclair on the understanding that a clear  
afternoon would be given it.

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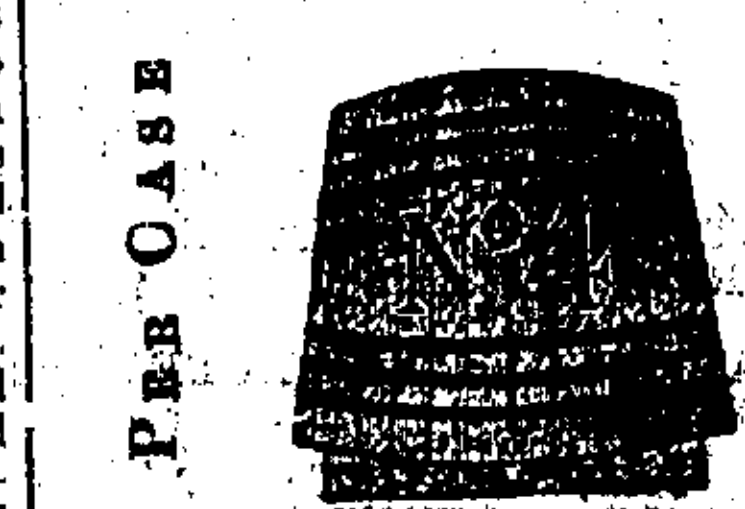
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## SHIPPING NOTES.

When the bold announcement is made that the Nippon Yusen Kaisha has been able to declare a dividend at the rate of 15 per cent. for the past half year—a dividend which the Company has maintained for many years now—it excites a little curiosity to know whether the shipping trade is, after all, so terribly depressed as it is commonly reported to be. It is therefore just as well to mention that, although the Company receives a heavy subsidy from the Government, the Directors a few months ago were faced with the gloomy prospect of being able to pay no dividend at all for the half year. That they have been able to do so is due entirely to the fact that the Directors resorted to drastic economies, stopping services on which they were losing heavily and dismissing a large number of officers. By these means the Company was able to make up its losses, and pay the regular dividend.

The President of the Company at the half-yearly meeting of shareholders was unable to make a hopeful forecast. He feared, indeed, that the Company would experience "far greater difficulty" in the immediate future than they had in the period just terminated. He stated the causes of the depression to be the continuing effects of the financial panic in the United States, the Chinese boycott of Japanese goods; the depreciation of silver; the business depression in China following upon the death of the Emperor and Empress Dowager of China; and, finally the volume of shipping traffic had been reduced by the restrictions on Japanese immigration into America, and further by the postponement of various public works which the Government of Japan had in contemplation.

It is, however, a long lane which has no turning. Mr. Koyudo regarded economic conditions abroad as gradually assuming a healthy tone, and hoped that the marine trade of Japan would at no distant date recover its former position. The President also said it was reassuring to note that while in 1897, in the shipping entering the ports of Japan the Japanese flag was represented by only 20 per cent. in 1907 Japanese steamers represented about 44 per cent. of the shipping. That, of course, is due not to a diminution of foreign ships but to the extraordinary growth in the Japanese mercantile marine. The total tonnage entered at Japanese ports in 1897 was 3,700,000; in 1907 it was 20,000,000, so that foreign shipping now is represented by more than three times the total tonnage entered which Japan ports ten years ago.

A Nagasaki despatch says that the Russian East Asiatic S.S. Co. has decided to withdraw all its steamers from Far Eastern waters, with the exception of the irregular liners running between Vladivostok and Hankow. We notice, however, the British Consular report on the trade of Libau states that the Russian East Asiatic Steamship Company are building extensive offices there, and are going to make arrangements with the town authorities for building accommodation for the housing of emigrants with special rooms for their medical inspection, baths and luggage warehouses, which will cost some £40,000. Besides, they have had one large steamer, the *Russia*, built for them in Glasgow (now running), and, it is said, have ordered two more.

At the conclusion of the Russo-Japanese war the Imperial Marine Society of Japan decided to organise a Volunteer Fleet, which was to engage in trade in time of peace and act as auxiliary cruisers in wartime. The experience of the war having apparently demonstrated that such steamers were necessary, public subscriptions were collected towards the fund for the construction of the steamers. Sufficient subscriptions having been obtained to build two vessels, the "Sakura-maru" and "Umegakimaru" were ordered from the Mitsui Bishi yard, and the first-named was recently completed. It was arranged that the "Sakura-maru" should be put on the Formosan service under the management of the Osaka Shosen Kaisha, and the Formosan Government was asked to contribute a subsidy of 260,000 yen per annum. The Formosan Government would not agree to this and the arrangement to run the steamer under the management of the Osaka Shosen Kaisha has consequently had to be abandoned. The Marine Society has therefore decided to present the steamer to the Navy. Before the close of the year the "Umegakimaru" will be launched, and doubtless she too will be handed over to the Navy.

The Pacific Mail steamer *Asia* seems to have had a terrible experience in a typhoon on her voyage across the Pacific to San Francisco. She encountered the gale on November 1st, just three days after she had left Yokohama. The seas were terrific. A curious thing connected with the water blown over and down into the smokestack was the fact that later when the smoke box was opened to steam the tubes were found sixteen feet which had been sent down the funnel with the water that had been blown over and into the stack. Three lifeboats were washed away.

The latest "Shipping Strike" is at the Philippines. The native deckhands, stokers, coal-passers and others of the coastwise vessels were ordered by their union last week to stop work. The strike threatened to assume serious proportions and effectively to cut up inter-island traffic. Latest mail news is that the strike has been settled, temporarily at least, by the tact and diplomacy of the Collector of Customs George R. Colton. The grievance seems to be not only inadequate pay, but "the abuses they are subjected to by the shipping masters." At a meeting of shipowners and the labour leaders responsible for the walk-out, called at the instance of the inland collector, the matter was thoroughly discussed and Pedro Guerrero, president of the "gremio de marineros,"

declared his willingness to use his good offices to have the strikers return to their work,—this to enable the vessels cleared during the day to depart, and pending the settlement of the differences between the strikers and shipowners by arbitration. The perfection of organization and discipline of the union and the powerful influence that body exerts over the Filipino workmen is testified to by the fact that within five minutes after the close of the meeting, the striking employees were back on board of their vessels, steam was got up and the *Venus*, *Yacaya*, *Dos Hermanos*, *Noel Macleod* and *Pernambuco Hermanos*, tied up during the day, were getting under way to their respective destinations.

An interesting race to Bombay is reported. The Ellerman-City Line steamer *City of London* recently sailed from Liverpool on the same day that the P. & O. *Macedonia* left London for Bombay, both steamers proceeding via Marseilles and Port Said. The *Macedonia* left Marseilles some few hours in front of the *City of London* from Liverpool, but the latter arrived at Bombay on Thursday evening and the *Macedonia* on Friday morning. Thus, perhaps for the first time, a non-subsidised steamer has beaten the mail steamer by some few hours. The *Calcutta*, owned by the P. & O. Company, reached Sandheads, Calcutta, at midnight on November 5, 22 days, and 8 hours out from Gravesend and 16½ days from Marseilles, having thus accomplished the fastest passages yet recorded from the United Kingdom and Marseilles, and beating, by 61 hours and 35 hours respectively, the "records" for similar transits which she set up last year. She carried a total of 406 first and second saloon passengers. The *Calcutta* line is one of the P. & O. intermediate services and is not provided for under the mail contract.

Under the Atlantic "pooling" arrangements for steamer, receipts the Cunard and other British companies, who suffered less this year than the Germans, will have to pay out the excess of their receipts. It is stated that the Cunard will have to pay £70,000.

Lloyd's Registry of British and Foreign Shipping reports that from April 1 to June 30 last the total merchant shipping casualties of the world, of which information was received up to October 28, numbered 111, representing a tonnage of 124,723. The wrecks included 12 British vessels of a tonnage of 19,297. Four British vessels foundered, four were in collision, two are missing, and one was burnt. The Colonial casualties numbered 15, the French 11, the Norwegian (including four vessels condemned or broken up) 15, the United States 9, and the German 8.

## LOCAL SPORT.

## CRICKET.

## ARMY V. NAVY.

A Cricket match between Officers of H.M.S. *King Alfred* and officers of the Buffs is to be played to-morrow commencing at 10.45 a.m. The Committee and members of the Hongkong Cricket Club, have courteously allowed the match to be played on the Club ground. The Band of the Buffs will perform a selection of music from 3.30 to 5.30 p.m., and the Officers of the flagship and of the Buffs will be "At Home" on the ground to all their friends in the Colony.

## LAWN BOWLS.

The three competitions which have been in progress on the Kowloon Bowling Green during the season are nearing a close. The draws for the semi-finals are: President's prize—D. McIntyre v. D. McCraig, W. J. Crawford v. J. M. Henderson. Vice-President's prize—A. Ramsay v. R. H. Baxter, Capt. Milroy v. J. C. Gow. Championship—J. Ramsay v. J. M. Henderson, W. J. Crawford v. J. C. Gow.

## THE FILIPINOS AND SELF-GOVERNMENT.

"Are the Filipinos completely fit to rule their own destinies?" asks *El Renacimiento*. It continues:

"This is the great question that has been asked ever since the first days of American occupation of the Philippines. By an interrupted succession of events truly extraordinary and unexpected, the destiny of this people has been placed under the tutelage of the United States."

"Why are not the Filipino people masters of their own destinies and arbiters of their own fortunes?"

"A military occupation, the treaty of Paris by the terms of which Spain ceded to the United States the Archipelago known as the Philippine Islands, America paying the sum of twenty million dollars for them; these are consummated facts and constitute strong arguments."

"We have been ten years in preparation for our self-government. Ten years of laborious experience. Ten years of bitter deceptions. Ten years of tutelage. And still the problem is unsolved. We are progressing very slowly in the opinion of Mr. Taft."

"This ancient question of the capacity of the Filipino people lends itself to all sorts of hyperboles which sagacious imperialistic politicians exploit admirably for the purpose of American expansion."

"There is good reason for us to doubt Mr. Taft's sincerity. Among the dark designs of imperialism ruling in the cradle of true democracy is the holding of the Philippines as the door of China, the key of the Pacific, a strategic base, a naval station, an endless storehouse of coal and wood. Naturally the people must be incapable of sustaining their own government for several generations."

"The most conservative Filipinos, those who form a part of the government, the most ardent supporters of the administration, do not hide their fears that the day will arrive when the dominating element will control the entire country and will not hesitate to stoutly oppose the idea of Taft to give the country independence after two generations."

## PARIS LETTER.

[WRITTEN FOR THE "DAILY PRESS."]

November 6th.

## THE CASABLANCA INCIDENT.

Thanks to M. Pichon's exemplary firmness, the Franco-German Casablanca incident may be looked upon as satisfactorily settled. Though the incident at one time caused the gravest anxiety in France, it became France to remain firm to the end at all cost. Germany has been glad to give way at the eleventh hour to avoid serious trouble; she was perfectly aware that she had blundered diplomatically, but did not like to admit it. Germany had another object in view in making political mischief out of the Casablanca incident; it was done, as all shrewd persons could plainly see, with the intention of diverting public attention from the Kaiser's interview which was so closely engaging the world's attention. Having miserably failed in this, and finding it impossible to bring M. Pichon on his knees, she at the last moment, decided to come to an amicable arrangement with France and so end the Casablanca crisis which was beginning to assume such grave proportions. It is not the first time that Germany has committed a diplomatic blunder, while of late she has had to eat much humble pie against her will through her impetuosity and forced interference. Public opinion would never have tolerated a quarrel between Germany and France over so paltry an affair as the Casablanca incident. The very fact that Germany has given way at the last moment, and instead of provoking a quarrel, has expressed willingness to arrange the matter on the basis of mutual expressions of regret by both Governments, shows that France was quite justified in what she had done.

Yesterday's interview between Prince Radolin and M. Pichon, the French Foreign Minister, had as its object the amicable settlement of the dispute, which most people here look upon as ended. Thereafter, however, a certain number of pessimists who persist in declaring that all danger is not over yet. France has given Germany to clearly understand that she strictly refuses to make excuses for the action of her officers in Casablanca, and that under no circumstances will she release the captured deserters. Germany's final reply has yet to be received; this, however, is not likely to widely differ from the solution already reached between the two countries—a solution which France is quite prepared to accept. The serious difficulties existing between France and Germany can only be overcome by mutual concessions. Germany while considering France to be in the wrong admits there has been a misunderstanding and is prepared to abandon her exaggerated demands which are already sufficiently well known not to necessitate repetition. The fact that Germany has no desire to push matters to extremes shows her sagacity. France and Germany having related the facts as they are alleged to have occurred, the whole question will next be submitted to the Hague Tribunal for decision when whichever Power is adjudged in the wrong will then make the necessary reparations. The Paris Press continues to unanimously support the attitude adopted by the Government. At yesterday's Council of Ministers held at the Elysees, the Council unanimously recognised the impossibility for France to accept the German view of the incident. Political circles do not for a moment believe that the dispute will be aggravated, but on the contrary that Germany will ultimately show herself as conciliatory as France.

M. DELCASSÉ.

The very conspicuous part which M. Delcassé has taken in the Casablanca crisis has gone a long way towards rehabilitating him in the eyes of his countrymen and the world at large. M. Delcassé in the course of an interview with a representative of the *Journal* expressed the opinion that the situation of to-day was absolutely different from that in which France found herself when he resigned, and admitted the step taken by his successor M. Pichon, and the warm support which the Government had received from his countrymen in the hour of need. Had France, displayed weakness, France's friends and allies, M. Delcassé maintains, would have formed a very poor opinion of her; as it is, France has convinced the world that she is quite capable of taking her part in the European concert. As already remarked, one significant result of the present crisis is the rehabilitation of M. Delcassé, and the ex-Foreign Minister—who was dropped overboard—stands a splendid chance of eventually returning to his former post. Franco-day admits that M. Delcassé's determined policy with regard to Germany was the right attitude for France. In other words M. Delcassé was sacrificed uselessly for *les beaux yeux* of Germany. M. Pichon was luckier, for his same policy—that of success—was admitted instead of condemned, and he need not fear having to resign in consequence of his patriotic action.

THE WEALTH OF FRANCE.

We all know that France is a wealthy country, to attribute this to the national thriftiness which characterises her people is only but half the reason for her fortunate circumstances. The other reason why she is so rich is due to her agricultural resources which are but generally little known outside France. Without any exaggeration it can be said that in no other country perhaps has agriculture made such rapid strides of late years as it has done in France. This is all the more remarkable as well as gratifying considering the fact that this era of agriculture came in with, or followed closely after, the Revolution, before which time the French peasantry were perhaps the poorest in Western Europe. Now the reasons for the rise of the national industry may be summarised as follows:—French agriculture, started on its upward movement as soon as the French peasants were given a sufficiency of land and stability of conditions, and taxes were imposed in accordance with the ability of the individual to pay them. The demoralisation of French agriculture laid the foundation of France's wealth. In consequence of the French Revolution, the huge estates which either were uneconomically ex-

ploited, or were left unexploited by their aristocratic or clerical owners, were cut up into peasant holdings, and the numerous fiscal and feudal abuses which weighed down the peasant were abolished.

The largest crop is wheat. There have been great fluctuations in its production. The area under wheat grew, between 1815 and 1869, from 4,591,677 hectares (1 hectare equals 2½ acres) to 7,934,087 hectares, or increased by no less than 50 per cent. Between 1869 and 1871 the area under wheat suddenly enormously decreased, having shrunk by more than 1,500,000 hectares, in consequence of the war of 1870-71, and of the loss of Alsace-Lorraine; but since then the national wheat production has again greatly expanded, although of late years a considerable reduction in the area under wheat has taken place. This reduction is due to the enormous grain exports of the United States which have had a very harmful, although not fatal, effect upon the agriculture of this country.

France, being without extensive coalfields and consequently without huge manufacturing, at once set about protecting, with all her power, the industry from which she drew such wealth. After 1861 France had an import duty on wheat which amounted only to 6.20 francs per ton, but, owing to the influx of American wheat that duty was in 1885 increased to 30 francs per ton for European wheat, whilst, it is significant to observe, extra-European wheat was taxed with no less than 65 francs per ton. In 1887 these duties were again put up, and in 1894 they were increased to 70 francs per ton on wheat, and to from 110 to 160 francs per ton on wheat flour. In view of the fact that these duties are equal to an impost of from 30 to 40 per cent. *ad valorem* on wheat, and from 40 to 50 per cent. upon the price of flour, it is clear how very strongly France protects her agriculture. And the effect has been most satisfactory. Whereas in 1884, the year before heavy import duties on grain and other agricultural produce, France's imports of such produce exceeded the exports by 441 millions of francs in value; since these duties were imposed "this excess has disappeared and an excess of agricultural exports has taken its place."

It does not follow—as so many visitors to France erroneously conclude—that, because there are no large fields in France and that the whole country is divided into sections of very tiny size, that French peasants can flourish and prosper on two or three acres of ground. On the contrary, if visitors were to take the trouble and look a little more closely at the holdings of the French peasants, they would find out that they are really not at all so small as they appear from railway carriage windows. Indeed, only 2.68 per cent. of the rural land is owned by men who possess less than one hectare or 2½ acres, whilst more than 50 per cent. is held by substantial peasants who own from 2½ to 200 acres, and who, on an average, possess about twenty acres. Independent peasants who run only a few acres of ground are very few, and the number of small market gardeners is very limited, except in the immediate surroundings of large towns. Market gardening, as carried on in France, requires certain natural gifts and characteristics which are a French speciality. It requires constant application, an artist's love of work, a miser's care of centimes, the utmost frugality and prudence on the part of the owner. Taken altogether, the work of the French Government in fostering agriculture is, to say the least, beyond all praise.

## LA FÊTE DES MORTS.

In accordance with old-time custom, all cemeteries were crowded to excess last Monday by the *Fête des Morts* or the "Day of the Dead"—one of the greatest days of the year in this country. The visitors belonged to every class of society—everyone from the highest to the lowest fraternised on that day and is one another's equal. One and all come with the same pious object to pay their annual tribute to dead relatives and friends. No grave is forgotten, there is a wreath and a bouquet for each one. Many, in order to escape the crush, wended their way in deep mourning to the various cemeteries on Sunday. Last Sunday and Monday were solemn days in France and many touching and heart-breaking scenes were witnessed. The French, like the Chinese, worship their ancestors as perhaps does no other country.

## SCIENCE AND POST-PRANDIAL HABITS.

ARE LIQUEURS AND CIGARS HARMFUL? It is safe to assert, remarks the *Lancet*, "that, generally speaking, the post-prandial habit is a physiologically bad one, and the man who regularly drinks coffee, port, or liqueur after dinner is physiologically worse off than the man who does not."

It should be remembered, however, that the enjoyment of a meal and the experiencing of a sense of comfort after it conduce to its physiological realisation, and the moderate indulgence of one or more of the post-prandial habits may thus be justified.

"Considered entirely from a physiological point of view, the effects of a moderate indulgence in coffee, liqueur, or tobacco may even be favourable."

"The liqueur is, after all, a carminative containing essential oils which while soothing increase the activity of the gastric peristalsis. They also frequently relieve the 'tightness' due to fermentation and the products of gas."

"Coffee, though it serves to keep the mental faculties clear and to stave off drowsiness, acts very often unfavourably to delaying digestion, which may account for its wakeful qualities, but is an antidote to alcohol."

"The last quality it is to be feared often furnishes the reason of coffee being taken after dinner."

"Finally, the smoking of tobacco, in the view of some authorities, increases the secretions of the alimentary canal while favouring intestinal movement and the function of the kidneys."

"But personal idiosyncrasy must be reckoned with, and the adage 'What is one man's meat is another man's poison,' though commonplace, is extremely sound. The truth of it at any rate, often furnishes laboratory and test to be experiments."

## LATE TELEGRAMS.

[FROM CRYLON PAPERS.]

## BRITAIN'S FOREIGN POLICY.

London, November 20th. Mr. Balfour, speaking at Cardiff, said he believed that Sir Edward Grey and his colleagues were carrying on the traditions of Lord Lansdowne. "We have resolved," he continued, "to say nothing to weaken the voice of Britain in the Councils of Europe." He urged his hearers to be cautious in criticism and to refrain from seeking party advantage to the discomfiture of the national policy.

## THE EDUCATION BILL COMPROMISE.

London, November 23rd. The following are the chief features of the new Education Bill:—The Cowper-Temple teaching of three-quarters of an hour daily in provided schools may be replaced by denominational teaching on two mornings weekly at the cost of the denomination.

Denominational managers and tests for teachers are abolished.

Efficient non-provided schools, not situated in single school rural areas, will receive Parliamentary grants varying from 46s. 6d. in the case of large schools, to 55s. in the case of small schools, as compared with 47s. under Mr. McKenna's scheme.

No rate aid will be granted. Transfer of non-provided schools will be facilitated.

## THE IRISH LAND ACT.

London, November 23rd. Mr. Birrell introduced an amendment to the Irish Land Purchase Bill by which the Imperial Government will bear the loss due to the issue of the stock below par. 152 millions are still required, and it is at present proposed to raise only five millions annually, involving a loss of £20,000 yearly. The new stock will bear interest at the rate of 3 per cent. The amendment also provides for the compulsory purchase of land in congested districts, and other remedies.

## BALLOON VOYAGES.

London, November 23rd. A *Daily Graphic* balloon left the Crystal Palace on Wednesday last at eleven in the morning, and descended at Novo Alexandrovsk on Thursday night in a gale on the loo. The balloon had covered 1,150 miles, which constitutes a British record. Comte Vaux retains the world's record of 1,193 miles with his Paris to Kielt flight.

## LORD ROBERTS' PLEA FOR A BIGGER ARMY.

## THE DEBATE IN THE LORDS.

London, November 24th. In the debate in the House of Lords last night, on the motion of Lord Roberts urging the necessity of an army strong enough to deter the most formidable nation from landing, Lord Cromer sympathised with Lord Roberts, but said that in view of the present state of the nerves of Europe the moment was inopportune for the discussion.

Lord Cromer said that Lord Roberts' proposals would cost an additional twenty millions sterling annually. Though we relied on the general power of the Navy to deal with an invasion, the General Staff was working out a plan to throw the largest possible force at any point whenever needed.

Lord Lansdowne deprecated the Government making any statement to add to the tension of international nerves.

## RACIAL FIGHT BETWEEN VIENNA UNIVERSITY STUDENTS.

London, November 24th. Nineteen were injured in a fight between German and Italian students at Vienna University yesterday. The University has been closed. Twenty-three arrests have been made.

## SWATOW-CHAOCHOUFI RAILWAY.

The Board of Posts and Communications has been again pressing the Swatow-Chaochoufi Railway Company to replace its numerous Japanese staff by Chinese. As matters are at present written the Swatow correspondent of the *N.C. Daily News*, this is impossible. The concern is practically mortgaged to the Japanese by reason of the amount of its indebtedness to them on account of construction and stock; and the employment of Japanese may be regarded as part payment of interest. The reply of the Company to the Board is that the line is still on its trial, and needs further development and extension, and that for these reasons it is impossible to dispense with an expert staff at present. This contention is quite legitimate. The impression abroad is that the line is not paying in its passenger receipts alone, and that a large development of its goods business, not only with Chaochoufi and the intermediate stations, but also with places up river, is necessary in order to make the line a success. The Company has in prospect the establishing of a service of light-draught steam-launches up river to Kiatingchou. This can be only a temporary measure, for the natural line of development is over-land to the same place, and beyond that into the coal bearing districts towards Tingchoufi.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 11.55 a.m.—The barometer is rising slowly in Hongkong and the S. Philippines, while a slight fall has taken place in S. Formosa.

The typhoon which appears to be situated to the W. of Luzon is slowly filling up and at the same time recurring towards the N.E.

The anticyclonic area, which is of considerable intensity, is central over China to the North of the Yangtze and pressure has increased considerably at the northern stations.

Gradients are very steep and heavy N. and N.E. gales will continue to prevail in the Formosa Channel and N.E. part of the China Sea.

Signals lowered.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (S. E. heavy gales.

South coast of China between N. gale.

Hongkong and Lamoeks. Same as No. 3.

South coast of China between N. gale.

Hongkong and Hainan. Same as No. 3.

(S. W. winds, strong to moderate gales, equally rainy.

## BECHSTEIN PIANOS

SOLID MAHOGANY.

FULL TRICHORD.

STEEL FRAME.

## SPECIAL

## CONSTRUCTION

FOR THE TROPICS.

CASH DISCOUNT

OR

MONTHLY PAYMENTS

## ROBINSON PIANO CO., LTD.

Hongkong, 19th November, 1908.

[36]

## TWELVE BRITISH AEROPLANES.

INVENTORS BUSY PERFECTING MACHINES.

Hitherto England has been less enterprising than France and the United States in the development of the science of aviation, or flying with heavier-than-air machines. There are now signs, however, that this lagway is to be quickly made up.

A meeting was held last month to ratify the arrangements for the formation of a second club, the principal object of which is to advise and encourage aviators. The Aero Club, as it is called, was initiated by Captain Windham, and already some five hundred people have applied for membership. The Aero Club, which has been in existence for some time, has a small number of members.

"Thousands of people in the United Kingdom are now experimenting with small models of flying machines," remarked Mr. Harold Fernin, the hon. secretary to a reporter.

"But what is more important is that at least a dozen Englishmen are building full-sized flying machines, which are almost ready to experiment with. These are not playthings; they are man-carrying aeroplanes."

A NOTEWORTHY MACHINE.

"Not the least noteworthy of them is a machine which is being constructed for Mr. J. T. C. Moore-Brabazon by Messrs. Voisin, of Paris. The first experimental trip will be made at Issy. That place has been chosen because the builders are naturally anxious to see how the machine behaves. If the trials prove satisfactory Mr. Moore-Brabazon will bring the aeroplanes to England. This aeroplane is of the Farman type, with, I believe, certain modifications. Its owner has every confidence in it. "The uninitiated make a mistake when they expect an aviator to accomplish a successful flight at the first attempt, however promising the machine may be. A person when he first mounts a bicycle cannot ride one immediately; he finds himself in the saddle, and, of course the difficulties of balancing in that case are nothing compared with those which encompass the aviator. The Wright Brothers experimented for years before they made a successful flight."

THE BRITISH AEROPLANES.

"The twelve British aeroplanes now under construction are of different types. They will be completed and tried in England between now and March. "To facilitate aviation in this country the Aero Club is about to acquire a large area of land not far from London, where machines may be tested. Sheds will be erected for the accommodation of the aeroplanes, and opportunity will be afforded to anyone to test his machine for a week or so. Moreover, next year we shall hold competitions and offer prizes. Up to the present no flight that can be regarded as successful has been made in England; we are still in the building and experimental stage. I have heard good reports, however of several of the machines now under construction. One of the obstacles to progress is the fact that flying is a rich man's sport. No man can build an aeroplane unless he is possessed of considerable means or is backed by some moneyed person. In one case at present I know that this is being done."

A COSTLY PASTIME.

"Messrs. Voisin will build an aeroplane without the motor for £300 or £400. To that must be added a sum of £400 or £500 for the motor. In fact the aviator cannot expect to have a complete machine and carry on a series of experiments for less than between £1,000 and £2,000. And at his very first ascent he may smash the aeroplane to atoms! All the poor man can do is to build models with which to amuse himself. From this course it is not improbable that a first-class flying machine may be discovered. It is very curious what different kinds of people are taking an active interest in aviation. The other day the head waiter at a leading London hotel furnished me with particulars of a model which he had built."

At least two firms in London have taken up the building of aeroplanes as a business—Messrs. Short Bros., of Battersea, and Mr. Howard Wright, of High-street, Marylebone. The latter is at present building a very large machine for a wealthy man who has been interested in the science of aviation for some years.

KAISER AND AEROPLANE.

The *Reich* publishes a rumour that the Kaiser has written personally to Mr. Wilbur Wright, congratulating him on the success of his aeroplanes experiments, and inviting him to come to Germany and continue his trials."

## GRAND DUKE OF LUXEMBURG.

REGENCY APPOINTED.

The Luxembourg Chamber has adopted a proposal of M. Eyschen, the State Minister, appointing the Grand Duchess Marie Anne as Regent of the Grand Duchy, owing to the Grand Duke's admitted inability to reign. The Grand Duke's mother had first been asked to take up the Regency but refused, saying that her time was taken up by the care necessitated by the Grand Duke's health. The latter is entirely paralysed and cannot speak any more. He does not recognise his nearest relatives.



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed "DAILY PRESS," and special business matter "THE MANAGER." Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 10th Dec., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd. Agents. Hongkong, 9th December, 1908. [1653]

EAST ASIATIC COMPANY, LIMITED. COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"SIAM," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 14th Dec., at 9.30 a.m.

All claims must reach us before the 18th Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents. Hongkong, 7th December, 1908. [6]

## XMAS GIFTS

## CAMERAS

OF LATEST AND UP-TO-DATE STYLE.

Inspection cordially invited.

## A TACK &amp; CO.

26, DES VUEX ROAD, CENTRAL. Hongkong, 7th November, 1908. [31]

## A LING &amp; CO.

19, QUEEN'S ROAD, CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

## THE TRADE MARKS ORDINANCE, 1908.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that HO KANG WOO trading as the SAM LEE CHAN (何鏡湖舖名三利棧) of No. 16, Queen's Road West, Victoria, in the Colony of Hongkong, have on the 1st October, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS—



in the name of HO KANG WOO trading as the SAM LEE CHAN (何鏡湖舖名三利棧) of Victoria aforesaid who claims to be the Sole Proprietor thereof.

The TRADE MARKS have been used by the Applicant in respect of MEDICINE PILLS in Class 3 for a period of 12 years.

Specimens of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 7th day of November, 1908.

BUHSTON & HEY, Nos. 41 & 43, Des Vaux Road, Victoria, Hongkong, on behalf of the Applicant Ho KANG WOO trading as the SAM LEE CHAN.

## INTIMATIONS

## BAZAAR

IN AID OF THE Poor Chinese Orphans of the ASILE DE LA SAINTE ENFANCE.

UNDER the Distinguished Patronage of His Excellency Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, on MONDAY, the 14th inst., at 2 o'clock in the afternoon. An inspection of the different Needle and Fancy Work made by their Poor Orphans requested.

ASILE DE LA SAINTE ENFANCE, Hongkong, 2nd December, 1908. [1633]

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R. Case of "Daily Press" Office. Hongkong, 13th November, 1908. [1374]

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. May be seen by appointment at CHINA EXPRESS CO., 3, DUNDRELL STREET. Hongkong, 28th November, 1908. [1050]

## XMAS SEASON.

WE are now showing the LATEST GOODS for the

FESTIVE SEASON. EVENING SILK GLOVES, MITTS, SHAWLS, WOOLLEN & SILK SCARVES, FEATHER BOAS, LACE STOCKINGS, (ASSORTED COLOURS), FANCY COLOURED SPANGLED TRIMMINGS. Call and inspect before buying elsewhere.

HOUSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 8th December, 1908. [651]

DAVID COESAR & SON'S

REBOAH NAVY NAVY BOILED LONG FLAX BELLAUCE CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents. 994

## SINGON &amp; CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, KING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [660]

SANG MOW. RATTAN AND GRASS FURNITURE MAKER. CHAIRS, TABLES, SETTEES & LONG CHAIRS. BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive Prompt attention. 59A, QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 20th February, 1908. [401]

## AUCTIONS

## PRELIMINARY NOTICE. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON WEDNESDAY, THURSDAY & FRIDAY, the 16th, 17th and 18th December, 1908, commencing each day at 2.30 p.m., at their SALES ROOMS, No. 8, Des Vaux Road, (corner of Lee House Street), A MAGNIFICENT COLLECTION OF JAPANESE SILK EMBROIDERIES, BROCADES AND ANTIQUE AND MODERN JAPANESE CURIOS. (Particulars will be published later.) Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 8th December, 1908. [1649]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On MONDAY and TUESDAY, the 21st and 22nd December, 1908, at 10 a.m., at H.M. NAVAL BARRACKS, SUNDRY OLD AND MODERN NAVAL AND VICTUALLING STORES, Comprising—

OLD AND SURPLUS NAVAL STORES: IRON BLOCKS, HOSES, LAMBS, LANTERNS, TOOLS, OLD IRON and METAL, ELECTRIC CABLES, OLD BOILER, STEAM HAMMER, COAL SACKS, CANVAS BAGS, OLD INDIA RUBBER, OLD LEATHERS, CARBETS, MATTINGS, OLD BOATS, FURNITURE, etc., etc.

OLD AND SURPLUS VICTUALLING STORES: PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, Officers' Mess TRAPS, (A quantity of ELECTRO-PLATED ARTICLES), IMPLEMENTS, SEAMEN'S MESS UTENSILS, OAK STAVES, etc., etc. Catalogues will be issued. TERMS OF SALE:—As Customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 8th December, 1908. [1650]

## PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG: ORIGINAL JURISDICTION. Action No. 21 of 1908.

## PARTICULARS OF SALE.

Undermentioned Share and Interest in LEASEHOLD LANCED PROPERTY To be Sold In One Lot by PUBLIC AUCTION, On TUESDAY, the 22nd day of December, 1908, at 3 p.m., by MR. GEO. P. LAMBERT, at his Sales Room, DUNDRELL STREET.

SETH, Requisite, E.S.O., the Registrar of the Supreme Court of Hongkong, pursuant to an Order of the said Court made in the above Action on the 17th day of November, 1908.

THE FOLLOWING ARE THE PARTICULARS:—The one equal undivided SIXTH PART and interest of Yu Hong otherwise Y. H. DOB No. 1 of and in all the Piece or Parcel of Land comprised in the Land Office as Section "D" of Marine Lot No. 81, which has been carved for the matter of Mortgages into Two Sections, namely: the Subsection 1 of Section "D" of Marine Lot No. 81, together with the Messuages or Tenements thereon known as Nos. 324, 325 and 326, Des Vaux Road, and No. 2, Sung King Lane, and the Remaining Portion of Section "D" of Marine Lot No. 81, together with the Messuages and Tenements thereon known as Nos. 4, 6, 8, 10, 12, 14 and 16, Sung King Lane.

The said premises are held for the residue of the term of 999 years from the 12th of December, 1845, granted by a Crown Lease dated the 12th day of July, 1857, subject to the payment of the Crown Rent and to the performance of the covenants in the said Crown Lease reserved and contained. As to Subsection 1 of Section "D" of Marine Lot No. 81, the said premises are held subject also to an Indenture of Mortgage registered in the Land Office by Memorial No. 39463 to the extent of \$40,000 for securing the due performance by the Comprodore of a certain Agreement dated the 20th day of March, 1906, made between W. R. LOVELL & Co., of the one part and Yu Hong as Comprodore of the other part dated the 21st day of March, 1906, and as to the Remaining Portion of Section "D" of Marine Lot No. 81, the said premises are held subject also to an Indenture of Mortgage registered in the Land Office by Memorial No. 41133 and to the principal sum of \$24,000, and interest thereon.

For further particulars and conditions of sale apply to Messrs. D'ALMADA & SMITH, Solicitors for the Vendor, or MR. GEO. P. LAMBERT, Auctioneer. Hongkong, 8th December, 1908. [1651]

## TO LET.

GODOWN, No. 5A, DUNDRELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1908. [823]

BERTHOLWYN, PRAK ROAD, from 1st March next. Excellently furnished. Hot and Cold Water laid on. Tennis Court and Swimming Bath. Apply to—HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 6th October, 1908. [1372]

## TO LET.

ROOMS in HOTEL MANSIONS, suitable for Office or Chambers. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 11th November, 1908. [1558]

## TO LET.

NO. 14, SEYMOUR TERRACE. Possession from 1st January, 1909. Apply to—THE COMPRODOR DEPARTMENT, Messrs. GIBB, LIVINGSTON & Co., St. George's Building. Hongkong, 2nd December, 1908. [1654]

## TO LET.

2. BEACONSFIELD ARCADE, facing the Parade Ground. A 5 ROOMED HOUSE Furnished or Unfurnished at the Peak. CRAIG RYBIE, No. 4, Peak. NO. 55, ELGIN TERRACE. BEACONSFIELD ARCADE, Fine Offices and Drawing Room. No. 15, QUEEN'S ROAD CENTRAL, First & Top Floors, (over Caldbeck MacGregor). OFFICES in Queen's Road Central. BEACONSFIELD TERRACE HOUSES, Robinson Road. A GODOWN in Duddell Street. Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings. Hongkong, 27th November, 1908. [89]

## TO LET.

FROM 1st MARCH, 1909, a FURNISHED HOUSE at No. 1, Gough Hill, the Peak. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1908. [1601]

## TO LET.

ONE OFFICE ROOM, Third Floor, New Prince's, Opposite Murray Pier. Apply to—SCHULDT & CO. Hongkong, 23rd July, 1908. [1013]

## TO LET.

"FUNG-SHI" 121, PLANTATION ROAD THE PEAK. This House, which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden, (planted with English seeds) Flower Garden and Lawn.

For further particulars apply to—JOHNSON, STICKES & MASTER, Solicitors. 8, Des Vaux Road Central. Hongkong, 6th November, 1908. [1536]

## TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply—SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. [91]

## TO LET.

NO. 1, Y. A. B. D. Immediate Possession. A PORTION OF THE COMPOUND OF Marine Lot No. 42, Wanchai, Praya East. Apply to—N. MOBY & CO. Hongkong, 22nd July, 1908. [1342]

## TO LET.

GODOWN, No. 7, PRAYA EAST. Apply to—CHATTER & MODY, 19th October, 1908. [1452]

## TO LET.

"CRABAPPLE" BAKERS ROAD PEAK. Possession from 17th March next. Apply to—A. H. SKELTON, Lane, Crawford & Co. Hongkong, 22nd November, 1908. [1697]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central, (formerly occupied by Messrs. Stewart & Co.) Apply to—THE COMPRODOR DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central. Hongkong, 10th June, 1908. [947]

## TO LET.

STORAGE. For Coal, Timber, &c. TWO BELT, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT, DEEP WATER. Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36, on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 999 YEARS LEASE. For Particulars, apply to—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1908. [194]

## TO LET.

A HOUSE in Wong Nei Chong Road. A HOUSE in REIPON TERRACE. No. 10, DES VUEX ROAD CENTRAL, 1st floor. HATHERLEIGH, Conduit Road. OFFICES in YORK BUILDING. GODOWN in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL. PLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1908. [86]

## TO LET.

NO. 52, CAINE ROAD. Apply to—SAM WANG CO., LTD. 81, Queen's Road Central. Hongkong, 30th September, 1908. [90]

## TO LET.

NO. 3, OBSERVATORY VILLAS, Kowloon. 3 ROOMED HOUSE with Electric and Gas Lights, Tennis Court, etc. Moderate Rental. Apply to—ABRATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 25th September, 1908. [1352]

## TO LET.

FROM 1st MAY. KOWLOON MARINE LOT 48, Yamnati. Area, 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 13th January, 1908. [221]

## BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 5,752,884.84 (about £479,407)

HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA. Branches:—Singapore, Penang, Shanghai, Rangoon, Samarra, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli) Palembang, Kota Radja, (Achene) Bandjermasin. Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit, on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Account 2 per annum on daily balances. On Fixed Deposits 12 months 4 1/2 per annum. 6 do 4 do. 3 do 3 1/2 do. J. L. VAN HOUTEN, Agent. Hongkong, 16th July, 1908. [25]

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000. HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsingtau, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SACHSISCHE (PREUSSISCHE) STAATSBANK Berlin. DIREKTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BÄRSCHLOMBERG. BREITENBURGER HANDELS-GESELLSCHAFT. BANK FÜR HANDELS UND INDUSTRIE. ROBERT WASSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHN. JACOB S. H. STEIN. NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & Co., KÖLN. BAYERISCHE HYPOTHEKEN UND WÄSSERBANK, MÜNCHEN.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOSHLIN, Manager. Hongkong, 4th December, 1907. [24]

LONDON BANKERS: Messrs. N. M. ROSENTHAL & SON. THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT. DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOSHLIN, Manager. Hongkong, 4th December, 1907. [24]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000. RESERVE FUND £1,525,000. RESERVE LIABILITIES OF PROPRIS. £1,200,000.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. for 6 do 3 1/2 do. for 3 do 3 do. JOHN ARMSTRONG, Manager. Hongkong, 14th May, 1908. [115]

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL £1,500,000. SUBSCRIBED £1,125,000. PAID-UP £625,000. RESERVE FUND £1,200,000.

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits: For 12 months 4 per cent. For 6 do 3 1/2 per cent. For 3 do 3 per cent. EVAN ORMLISTON, Manager. Hongkong, 23rd April 1908. [23]

THE YOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP—Yen 24,000,000. RESERVE FUND—15,100,000.

HEAD OFFICE—YOKOHAMA. BRANCHES AND AGENCIES: Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Canton, Peking, Port Arthur, Amoy, Laying, Mukden, Tientsin, Chang Chun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. on the daily balance. On fixed deposits for 12 months 5 1/2 per annum. 6 do 5 do. 3 do 4 do. TAKAO TAKAMICHI, Manager. Hongkong, 13th September, 1908. [524]

## BANKS

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) Yen 5,000,000 Reserve Fund Yen 1,140,000

HEAD OFFICE: TAIPEH, FORMOSA. BRANCHES AND AGENCIES: Amoy, Kobe, Tainan, Anping, Nagasaki, Tamsui, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama, Swatow.

HONGKONG OFFICE: 3, DES VUEX ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 16th September, 1908. [1518]

INTERNATIONAL BANKING CORPORATION. CAPITAL PAID UP Gold \$3,250,000, = about Mex. \$7,222,222. RESERVE FUND Gold \$3,250,000, = about Mex. \$7,222,222. HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 1/2 per cent. per annum. For 6 do 4 do. For 3 do 3 do. No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON, Manager. Hongkong, 8th April, 1908. [1466]

HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL \$15,000,000. RESERVE FUNDS: Sterling \$15,000,000 at 2/6 = \$45,000,000. SILVER \$14,000,000. RESERVE LIABILITY OF PROPRIETORS \$15,000,000.

COURT OF DIRECTORS: E. SHEPHERD, Esq., Chairman. Hon. Mr. W. J. GIBSON, Deputy Chairman. E. G. Barrett, Esq., C. R. Lennard, Esq., G. F. Friedman, Esq., R. S. Shaw, Esq., C. S. Gubbay, Esq., Hon. Mr. H. A. W. Wade, W. Helms, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER: Hongkong—J. R. Mc SMITH. Shanghai—W. ADAMS GRAM. LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the daily balance. On Fixed Deposits: For 3 months 2 1/2 per cent. per annum. For 6 months 3 per cent. per annum. For 12 months 4 per cent. per annum. J. B. Mc SMITH, Chief Manager. Hongkong, 22nd August, 1908. [20]

HONGKONG SAVINGS BANK. THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. B. Mc SMITH, Chief Manager. Hongkong, 12th January 1907. [21]

NEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863. Authorized Capital FL. 16,000,000 (£1,250,000). Subscribed Capital FL. 10,000,000 (Paid up) Reserve Fund FL. 2,200,517.37 (£183,376).

HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA. LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World. THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: 12 months 4 1/2 per annum. 6 do 4 do. 3 do 3 1/2 do. C. WOODKING, Manager. No. 16, Des Vaux Road Central. Hongkong, 3rd November, 1908. [26]

GRACA & CO. (Established 1896). No. 27, Des Vaux Road, opposite the P. & O.'s Office. Dealers in Rare Asiatic and Foreign Postage Stamps, and all other Philatelic Goods. View and Artistic Postcards. Novels, Cigars. XMAS and NEW YEAR CARDS. In Packets of 15 for 40 cents. Also Selected Varieties at Cheapest Rates. Inspection invited. [1373]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI ...	DELTA Capt. B. W. H. Snow	About 10th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. Hayward, R.N.R.	Noon, 12th Dec.	See Special Advertisements.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	PALERMO Capt. F. B. Ferguson	About 16th Dec.	Freight only.
SHANGHAI MOJI, KOBE, SUNDAY and YOKOHAMA	SUNDA Capt. G. M. Montford, R.N.R.	About 20th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 8th December, 1908.

# CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 9th Dec., 3 P.M.
HAIPHONG	"SINGAN"	On 10th Dec., 10 A.M.
SHANGHAI	"SHAOHSING"	On 11th Dec., 4 P.M.
MANILA	"TEAN"	On 15th Dec., 3 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH ...

CEBU and ILOILO ... "KAIFONG" ... On 18th Dec., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS

11

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 9th Dec., at Noon.
"HAICHING"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 11th Dec., at 11 A.M.
"HAIYANG"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 15th Dec., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

1579

Hongkong, 9th December, 1908.

# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* ANPING VIA SWATOW	"SHOSHU MARU"	THURSDAY, 10th Dec., at 8 A.M.
* SHANGHAI VIA SWATOW	"CHOSHUN MARU"	THURSDAY, 10th Dec., at 8 A.M.
* TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 13th Dec., at 8 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

\* For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th December, 1908.

T. ARIMA, Manager.

13

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SWATOW, SHANGHAI, TIENTSIN, CHEFOO & CHINGWANTAO	"CHIPSHING"	Wed'day, 9th Dec., Noon.
* SHANGHAI VIA SWATOW	"WAISHING"	Thursday, 10th Dec., Noon.
* SHANGHAI VIA FOOCHOW	"LOKSANG"	Thursday, 10th Dec., Noon.
* SHANGHAI	"ESANG"	Thursday, 10th Dec., Noon.
* SHANGHAI	"KWONGSANG"	Friday, 11th Dec., 4 P.M.
* MANILA	"KUTSANG"	Wed'day, 16th Dec., Noon.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
* MANILA	"NAMSANG"	Monday, 21st Dec., Noon.

## RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin it at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

16

Hongkong, 9th December, 1908.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	About 6th December.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	End of December.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09

For Further Particulars apply to  
Hongkong, 28th November, 1908.

MELCHERS & CO.,  
AGENTS.

6

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAYRE, BREMEN & HAMBURG:
S.S. BARCELONA ... 17th Dec.	S.S. SEGOVIA ... 9th Dec.
S.S. ANDALUSIA ... 3rd Jan. 09	
S.S. SLAVONIA ... 17th Jan. 09	
S.S. SAXONIA ... 27th Jan. 09	FOR HAYRE, ROTTERDAM & HAMBURG:
S.S. SPEZIA ... 8th Febr. 09	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

12

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 12th Dec., Noon.
ZAFIRO	2540	R. Rodger.	Manila	On 19th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

14

Hongkong, 7th December, 1908.

# NIPPON YUSEN KAISHA.

## EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

## "HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 3rd DECEMBER, at Daylight. Every known comfort provided on board for travellers. First-class state-rooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service. Cheapest passage rates to Europe and around the world.

For further particulars apply to—

NIPPON YUSEN KAISHA.  
[1599]

Hongkong, 24th November, 1908.

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen.	6265	WED'DAY, 23rd Dec., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	* TOSA MARU Capt. J. Nagao.	5828	TUESDAY, 22nd Dec., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. A. E. Moosa.	5539	THURSDAY, 24th Dec., at Noon.
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson.	5076	FRIDAY, 22nd Jan., at Noon, 09
KOBE and YOKOHAMA	* TOTOMI MARU Capt. M. Winkler.	3412	WED'DAY, 9th Dec., at Noon.
BOMBAY via SINGAPORE and COLOMBO	KAWACHI MARU Capt. H. Petersen.	6101	SATURDAY, 12th Dec., at Daylight
NAGASAKI, KOBE and YOKOHAMA	* YEBOSHI MARU Capt. B. Kori.	3798	THURSDAY, 17th Dec., at Noon.
	KUMANO MARU Capt. N. Mathieson.	5076	WED'DAY, 23rd Dec., at Noon

\* Omitting Yokohama.

\* Fitted with Marconi's System of Wireless Telegraphy.  
\* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
\* Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
\* For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 3rd December, 1908.

T. KUSUMOTO,  
MANAGER.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAHI	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.York Buildings, 1st Floor.  
Hongkong, 1st December, 1908.

18

# PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

## S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LON ON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20TH, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

## FARES TO LONDON:—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.  
[1600]

Hongkong, 24th November, 1908.

## PASSENGER SEASON 1909.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
Capt. G. Rorr.		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. MEYER.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
Capt. F. V. BIRZER.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

Early booking recommended.  
For Particulars, apply to—

MELCHERS & Co.,  
GENERAL AGENTS.

[1624]

Hongkong, 1st December, 1908.

# SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE  
BETWEEN  
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kono Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES: RYOKUN LINE—For Ryokun (Port Arthur), 2 hours from Dairen. YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tushichiao Junction. FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction. ANTUNG-HIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Ad. "YAMATO"). At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "MANTETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's.

[1303]

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
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HONGKONG.

Japan Office:  
14, WATER STREET,  
YOKOHAMA.

20]



